RITONS SHOW FRIENDSHIP FOR AMERICAN TOURISTS.

seretary Orde Acquaints Manager Here With Customs Regulations and Offers His Services-Some Changes in Rules the Herkomer Contest-Gossip.

there can be no gainsaying the the French motorists have not ery friendly spirit over the pro-European tour for American cars namer, it would appear that the projmet with considerable approval in Britain, as the letter received yesterom Secretary Orde of the Royal Automobile Great Britain shows. Mr. Orde rites from the club's London headquarters 119 Pacadilly, his letter being in part as

hall be pleased to give you every ase possible in connection with the tour an cars which you are organizing. no custom formalities in connec cars entering England, but it is ammary of the British regulations in this ennection, and if you will let me know how are and how many drivers there will lank application forms for licenses. I see llowing through England, but instead of ressing from Calais to Dover, I would strongly you to cross from Boulogne to olkestone, as the arrangements for shipping e Boulogne route are much better

the Calais route. ald he pleased to extend to the memour party the special club custom and I enclose a form by which you see that all custom formalities in conwith the introduction of cars into Germany, Switzerland, Holland, Italy and Austria may be settled before leaving. I enclose a couple of will show you what particulars rs are required and they also give the ferent countries You may depend to do everything in my power to date of arrival in Havre I will inhe club agent there to meet your party al and to make arrangements for the It will only be necessary inmounted photographs of head and shoulders only) . measur-The agent will attend to on, but as there are so many ably facilitate matters if you will

the make and horse-power of

he name of the owners and the

roverning this year's Herkomer ermany: The Forstenried Kesselbery competitions will be The Forstenried Park and Kesselbe awarded to a table, to be the flual entries, in such a manner ing to whether the car exceeds or ain the speed fixed for it as normal, t on the flat and 1-200th point on all be debited or credited for will be debited or credited for cd 1-10th per cent. In the case, the result of the Forstenried, or in the second place the de-rived at by baller. Originally to be worked out in tenths of ommittee on second considera-ndreiths more conducive to a

ores by tour through the Ausman empires has been proposed at A. Iomobile Club of Jermany an Club, to take the form of a military an is to send an important order motor courfers, and as Kiel is to be starting point, it is hoped that sthe starting point, it is hoped that rv of Prussia will hand the mes-first of the relay men. The route, res, will be through the following Luebeck, Berlin, Spremberg, ingbunziau, Iglau, Zaaim, Vienna, see forming one stage. No date word but the ride will take place

Then there is the rather important point as a how men would regard the motor calaboman says a writer in Modern Society. I alculate that it would demand almost as much courage to differ from a cabwoman on any point of custom as it does to ask a ady post office clerk twice for a penny stamp, there is the old saying. "You cannot refuse a lady." It is, of course, no longer a strictly rule axiom, or bazaars would not have gone out of favor to the extent they have: still, the cabwoman plying for hire could not fail to prove embarrassing at times. Again, there is the important consideration of the family man"—the "respectable married man"—who has settled down in some peaceful villa situated in a "quiet suburb." What conceivably would happen if he took to driving home in the evening behind a fair chaufeuse? Suppose he was nearsighted and assured his indignant family that he had not he faintest idea he was bringing disgrace and rulin on a respectable house? These are only a few of the contingencies that would have to be reckoned with if the day of the soman motor cabdriver ever came.

The following trick in driving, which was suggested recently by a driver and shopman of many years experience, ought to be espetially useful to owners whose cars show a leadency to pre-ignition or the class of troubles traceable to overmuch or inferior oil. The lick is, when coasting a hill of such grade and length as to make the process feasible to open the switch, open the throttle wide and leave the clutch in. The effect of this is to draw full charges of carburetted air through the cylinders and expel the unburned cases from the muffler. Not only does this cold the engine, but the gasolene spray exerts is strong cleansing action in the motor and thaust passages, tending to loosen the half burnt oil binding the deposits of carbon and dir. Cases have been known of cars with a marked tendency to pre-ignition which when handled in this manner ran for months without ignition trouble. It is evident that be process is properly applicable to grades ust a little too steep to coast with the clutch isconnected, but not so steep as to make tessible to hold the car by the brakes or by knottling the engine. Of course the pre-aution must always be taken to retard the bark fully and partially close the throttle lefore closing the switch and forming the credit.

ly speaking the rules promulgated uring board of the American Autosociation for the conduct of the grand the contest for the Glidden ill prove more acceptable than did adopted for the contest a year ago, for Aga. The club team scheme where the trophy shall go will probbe means of disposing of any postate and the consequent holding phy by the previous winner, but it ire some pretty nice figuring to the larger clubs with teams contage over the clubs represented of a smaller number of members have of a smaller number of members and large extent by the shortcomings ar's contest and by the experiences one of the contestants of previous a similar kind. Whereas all this would seem to be all that is necessable the committee to frame absociafactory rules it must be remember to two of these contests are alike the conditions of any two are so ferent as to make it impossible to lies that will fit both cases in a perisfactory manner.

Terent as to make it impossible to less that will fit both cases in a perisfactory manner.

Is one rule, however, that should be a entirely or so modified as to be elemented which it is not now. This refers wers of the committee, the second ection of which says that 'the executities of the touring board reserves to alter or amend, suspend or repeales from time to time, up to and inherend of the tour and final award. Its judgment be deemed expedient. The sudgment be deemed expedient. The sudgment is not sudgment and respects, this rule of the awarding of the trophy so and makes the final outcome of and the awarding of the trophy so he dark that it is by no means a fair resent to the dontestants and expect is be the outcome of the event, it is a power of the committee, for no its ow wills, to change the actual outther it pleases the contestants or not. It is to be eliminated or so modified it impossible for a contestant to rough any possible whim of the each of the read of the period of the cause.

hat a well known automobile ladelphia thinks of the prospect this season: "The present con-market are such that the sales as during the next few months

should and I believe will surpass all records TOWNSEND HARRIS ATHLETICS. should and I believe will surpass all records. The automobile is now a business and a pleasure necessity. It is as much a part of the world's moving forces to-day as ever the horse was in the palmy days of his supremacy, before mechanical road locomotion came into use. The strides made in the perfection of these swift engines of the road in the past year have been little short of miraculous. The crudities of the early machines have been eliminated, and now the rider can go over the roughest roads with comfort and ease and at no sacrifice of speed. The automobile has unlocked the doors of the heretofore inaccessible regions of natural beauty, and is therefore to-day the favorite means of rural touring. With all these perfectious the makers have increased the durability and rural touring. With all these perfections the makers have increased the durability and power to an almost incredible degree withou adding to the cost. The automobile has therefore come to be one of the most economical forms of conveyance. It is bound to play forms of conveyance. It is bound to play an important part in the country's business of the future."

ROUGH RIDERS HAVE FUN.

Thirty-one Parade on Horseback Before Col. Daniel Appleton at Durland's. The Rough Riding Club held an invitation ride last night at Durland's Academy and equestrian events created a fine night's port for the club members and their friends. There were thirty-one horsemen and they began the nights manœuvres with a grand salute to Col. Daniel Appleton of the Seventh Regiment, who was commanding officer He was not mounted but sat at the end of the arena in company with Major Walter G.

Schuyler and several women.

The troop was under the command of Lieut. John T. O'Ryan and they went through some very nice cavalry movements, such as platoon, circling, threading the needle and evolutions in columns of fours. Lieut. O'Ryan is an ex-member of Company G. Seventh Regiment, and now First Lieutenant of the First Artillery, National Guard New

Lieut. Frank B. Barr it, who is Second Lieutenant of the Second Battery. First Artillery, had command of the second number and he put the horsemen through their pacings without a hitch. The troop began with Cossack riding and one of the horses caused lots of amusement by his stubbornness. The charger, it appeared, did not relish the feeling of baving his rider standing on the saddle after the style of the world on the saddle after the style of the world famous Russian horsemen and he bucked, kicked, squealed, swished his tail, propped and refused to move. Not until the rider sat down on the pigskin did the horse join in the fray. Besides the Cossack stunt, there were some low reaching drills, winding up with a charge.

There was plenty of fun over the obstacle race, there being half a dozen competitors in F. H. Cone, J. H. Smith, D. Hennessy, C. D. Randall, C. H. V. Jordan and A. F. McCabe. The conditions of the contest were that the riders should race to the end of the arena, dismount, open a suit case, put on a night shirt. ight a cigarette, open an umbrella and gallop pack to the starting point. All went well until the horses saw their jockeys in night shirts and umbrellas, and then all shied.

turned tail and ran away. For several minutes the riders had a lively time trying to corrall their mounts. One horse went wild entirely at the sight of the shirts and it took several attendants to lead him from the ring. However, the first man to mount his horse and ride to the finish was F. H. Cone and he won. C. D. Randail was

F. H. Cone and he won. C. D. Randall was second.

The rough riding, commanded by Lieut. O'Ryan, was one of the best numbers of the night. The horses were without saddles and there was mounting, single and double, kneeling, standing, face to the rear, trot and gallop, Roman riding, teams of two and three. While they were doing the standing Dr. E. V. Hoiland had a narrow escape from being trampled. He fell off sideways, and one of his legs getting entangled in the reins he was thrown on his back. As the horses were backing away and dragging him half a dozen attendants came to his rescue and he was extricated.

The "wrestling on horseback" developed into a fierce mauling match. Two teams fourteen a side, the "reds" and "yellows," indulged in a mad mêde. They pulled, tore and dragged each other around the ring. One man had his shirt almost torn off but his team, the yellows, won and he did not mind.

his team, the yellows, won and he did not mind

The overall and sunbonnet contest was another laughable affair. The contestants lined up with baskets on their arms containing overalls and sunbonnets.

At the word of command all rode to the other side of the ring and donned the clothes. Then they had to mount and return to the starting point and transfer the clothes to the horse, mount again and race to the finish. C. W. White was the winner and W. J. B. Mills was second. Other competitors were L. Coventy, W. B. Lawrence, J. L. Vander bilt and W. S. McKeever.

A mounted game of pushball wound up the night's sport.



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Basketball Team Will Play at Jamestown -Crack Men for Baseball.

It has been decided to send the Townsend Harris Hall basketball team, the winners of the interborough high school championship to the Jamestown Exposition to play the champions of Philadelphia, Chicago, Buffalo, New Orleans and other cities. The following players have received their letters: Sugar-man, Strensand, Berger, Rogers, Brill, Hoch burger, Dooley, Eggert, Pegibel, Menddelsohn and Spaniel.

In baseball, as in other sports, Townsend Harris Hall will turn out a crack team. In spite of the fact that some of the best players have graduated, the team has bright chances as some excellent material has turned out for practice. The only doubtful positions to be filled are catcher and shortstop, held last

be filled are catcher and shortstop, held last year by Wagner and Draddy, now playing on the C. C. N. Y. team. So far the following schedule has been arranged:

Antil 10, C. C. N. Y. freshmen at Ontario Field: 13, Newark High School at Ontario Field; 19, Stuyvesant High School at Ontario Field: 22, St. Frances at Ontario Field: May 1, Mount Vernon High School at Ontario Field: 4. Commerce High School at Ontario Field: 4. Commerce High School at Frockipp: 8. Commerce High School at Ontario Field: 17, Morris High School at Ontario Field: 17, Morris High School in Brooklyn.

The lacrosse team has been practising 25. Manual Training fligh School in Brooklyn.

The lacrosse team has been practising steadily under able coaches. Hudchenson of the Toronto Lacrosse Club is now an instructor at the school and will coach the attack men. Baum, a graduate of C. C. N. Y. and Columbia, a player who excelled at the game while at these institutions, will coach the defence men. The three most promising players are Otto Berenek, the distance runner: Philip Berman, a sprinter, and Hochburger, basketball player. The schedule at present arranged is:

April 13. Columbia freshmen at South Field;

April 13. Columbia freshmen at South Field: 20. Polytechnic Prep at Brooklya: 23. Stevens Prep at Hoboken: 27. Boys' High School: May 8, C. C. N. Y. freshmen at Ontario Field: 14, Columbia sophomores at Ontario Field: 19. Flushing Lacrosse Club at Flushing.

### Baseball Notes.

Briggs, the Harvard first baseman, made four hits in his first game against Vermont last Saturday. Invitations as big as home plates, and vividly illuminated, have been issued by the Boston clubs for their openings.

An official of the Boston National League club announces that a stern crusade will be made against betting on the grounds of that club.

The professional ranks are recruited by still another college player. Spring, a catcher of the Amherst team, has been signed by the Springfield, Mass., team.

A feeling of relief swept over Chicago yesterday.

Mass, team.

A feeling of relief swept over Chicago yesterday.

Johnny Kling, the gifted catcher, came to terms with the president of the near world's champions, and will sign a contract.

Thirteen cars in the White Sox train to Mexico. A gypsy couldn't tell you better than to keep your money off them this season.—Exchange. Tut There's luck in odd numbers.

There's luck in odd numbers.

The games scheduled for the Polo Grounds and Washington Park yesterday were called off on account of rain. The New Yorks will play in Princeton to day and the Brooklyns in Norwich. Sudden climatic changes are assigned as a reason for the poor showing of the Athletics against the Philadelphias, and Mack's men are expected to get going in plenty of time to make trouble in the American League scrap. American League scrap.

President Pulliam of the National League wilf issue season passes, good for all grounds, to the players of his league—a departure made advisable by the new rule requiring all clubs to provide dressing rooms for visiting teams.

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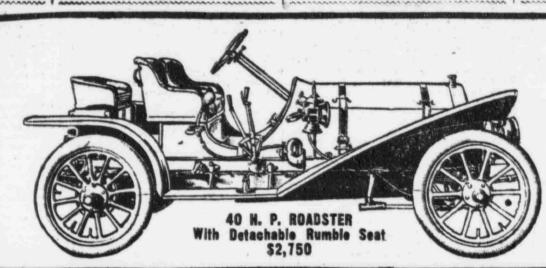
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AUTOMOBILES



An Oldsmobile Touring Car driven by Ralph R. Owen won a remarkable match race March 30th, over the 600 miles of miserable roads from Los Angeles to San Francisco. Incidentally it won a bet of \$6,000, which shows that the Oldsmobile is a car to depend upon.

If this isn't evidence enough that the Oldsmobile is the car you ought to buy, think back over some of the past performances of this remarkable car. Think of that wonderful run from New York to Florida made last December, over the worst roads in the country, the car carrying four passengers and 600 lbs. of baggage. After making this record run-a feat never equalled in automobile history-the same car was entered in the Daytona Beach races and won.

# Oldsmobile

If these things do not prove the perfect reliability of the Oldsmobile, let us refer you to the new record an Oldsmobile made over the mountain roads from Denver to Colorado Springs two weeks ago; 81 miles of hard

going in two hours and eleven minutes. Then remember the achievements of the Oldsmobile in 1906. If you read your newspaper, you will remem-

ber it won nearly every stock touring car event it entered-and it entered everything that was open. These wonderful performances of the Oldsmobile during the past and the present season have made it

easier than ever before to choose a car. Of course you want a car that will do things; you want a car that will "stand up."

Then remember that the car that has done is the car that will do; the car that has stood up is the car that will stand up.

We claim nothing for the Oldsmobile that has not been actually proved by past performance. If you buy an Oldsmobile you are not dealing in "futures"-you are getting a car of such unique goodness that a new word had to be coined to describe it. That word is

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